

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5735

四月三日光緒三十三年四月四日

SATURDAY, APRIL 4, 1908.

大英四月四日

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

**YOKOHAMA SPECIE BANK, LIMITED.**

CAPITAL PAID UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO. TIENTSIN.  
KOBE. PERIN.  
OSAKA. NEW HONG WANG.  
NAGASAKI. DALNY.  
LONDON. PORT ARTHUR.  
LYONS. ANTUNG.  
NEW YORK. LIOU YANG.  
SAN FRANCISCO. MUKDEN.  
HONOLULU. HOMBAY.  
HONKOW. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.

On Fixed Deposit—  
For 12 months ..... 5% p.a.  
6 " " 4% "  
3 " " 3% "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 23rd March, 1908. [23]

**INTERNATIONAL BANKING CORPORATION.**

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6 " " 4% "

3 " " 3% "

No. 6, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 12th March, 1908. [25]

**NERLANDSCHE HANDEL-MAATSCHAPPIJ**  
(Netherlands Trading Society)

ESTABLISHED 1834.

PAID-UP CAPITAL FL. 45,000,000 (FL. 3,750,000).  
RESERVE FUND FL. 5,378,375 (about FL. 448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatap, Padang, Medan (Del), Palembang, Kota-Raja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,  
Agent.

Hongkong, 18th November, 1907. [26]

## Hotels.

**HONGKONG HOTEL.**

FIRST CLASS AND UP-TO-DATE.  
Military Band during dinner on Saturday Nights.

A. F. DAVIES,  
Manager. [28]

Hongkong, 21st June, 1907.

**CONNAUGHT HOTEL,**  
HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL  
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.  
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.  
Bath to Every Room.  
Hot and Cold Water Throughout.  
Hotel Launch Meets all Steamers.  
Special Terms for Tourists and Parties of Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PEGU, PENANG, COLOMBO and PORT SAID.	BORNEO, CAPT. G. W. GORDON, R.N.R.	About 8th April.	Weight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	JAPAN, CAPT. C. D. DENNY, R.N.R.	About 11th April.	Weight and Passage.
SHANGHAI	OCEANA, CAPT. W. HAYWARD, R.N.R.	About 16th April.	Weight and Passage.
MARSEILLES and LONDON	MALTA, CAPT. C. H. S. TOOCHEY	18th April.	Sea Special Advertisements.

For Further Particulars apply to

F. J. ABBOTT,  
Acting Superintendent

Hongkong, 4th April, 1908.

## Intimations.

**LANE, CRAWFORD & CO.**

**FINEST GROUND COFFEE**  
IN 1lb. TINS.  
ROASTED & GROUND ON OUR PREMISES.

We Guarantee the Absolute Purity of our Coffee which contains Genuine MOCHA and JAVA Beans only.

**FRESH GROUND DAILY.**

**LANE, CRAWFORD & CO.**

**DOW'S PORTS.**

ARMADALE	... \$32.00 Per Dozen.
ROYAL DRY	27.00 "
INVALID	25.00 "

SOLE AGENTS:  
**CALDBECK, MACGREGOR & CO.,**  
WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 6th March, 1908. [29]

**THE CITY OF PARIS,**  
PARISIAN DRESSMAKERS AND COURT MILLINERS,  
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked from Paris ex S.S. "Tonkin"

A LARGE LOT OF

**NEW SPRING GOODS.**

**CHAMPAGNE.**

**G. H. MUMM & CO.**

THE MOST POPULAR WINE

Can be had in the following qualities:  
EXTRA DRY (Gout Americain).  
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

## Shipping—Steamers

**HONGKONG, CANTON, MACAO**

AND

**WEST RIVER STEAMERS.**

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particular's at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 3 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons. (S.S. "Nanning" at Dock)

One of the above steamers leaves Canton for Wuchow every Mohday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD., HOTEL MANSIONS, (FIRST FLOOR),**  
opposite the Hongkong Hotel. [6]

## Hotels.

**KOWLOON HOTEL,**

HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.

The only First-class Hotel in Kowloon.

Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bell.

Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEF" HONGKONG,

Telephone No. K. 4.

Unrivalled for Comfort and Cuisine,  
Thoroughly Up to Date with Every Modern Luxury.

Billiards and Bowling Alleys.

Moderate Terms and No Extras.

Modern Management.

O. E. OWEN,

Proprietor.

**VICTORIA HOTEL,**

(TELEGRAMS—VICTORIA—SHAMKEN),

SHAMKEN, CANTON,

ON THE BRITISH CONCESSION,

H. HAYNES,

Manager.

## Mails.

**NORDDEUTSCHER LLOYD,**

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
VOKOHAMA, KOBE and NAGA	"PRINZ WALDEMAR" .....	SATURDAY,
SAKI .....	Capt. W. von Senden .....	4th April, 6 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN .....	"PRINZESS ALICE" .....	WEDNESDAY,
	Capt. G. Rott .....	Non, 8th April.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA .....	"YORCK" .....	About WEDNESDAY,
	Capt. J. Raedermann .....	8th April.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE .....	"PRINZ WALDEMAR" .....	THURSDAY,
	Capt. W. v. Senden .....	5 P.M., 23rd April.
KUDAT and SANDAKAN .....	"BORNEO" .....	Middle of April.
	Capt. F. Sembill .....	

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd April, 1908.

[18]

**MESSAGERIES MARITIMES.**

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON  
SHANGHAI, KOBE, YOKOHAMA, AUSTRALIA, VERRAON, 13th April, afternoon.  
MARSEILLES, VIA PORTS, TOURNAI, LAUCLEIN, 14th April, 1 P.M.  
SHANGHAI, KOBE, YOKOHAMA, YARRA, SELLIER, 27th April, afternoon.  
MARSEILLES, VIA PORTS, ARMAND BEHIC, QUINONET, 28th April, 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

J. MILLET,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 3rd April, 1908.

[14]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamer "LINTAN" and "SAN-UU" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have excellent Saloon Accommodation, and are lighted throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908.

[17]

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Own Wharf near Wing Lok Street. Canton Agent—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETT & CO., Agents.

Hongkong, 28th March, 1908.

[18]

Dentistry.

Tsin Ting.

LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AQUILAR STREET.  
REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1908.

DR. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY  
33, QUEEN'S ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 16th April, 1908.

[19]

**THE YOKOHAMA DOCK CO., LTD.**

## Intimation.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cleanly with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1908.

## A QUEEN'S JEWELS.

## DISCOVERY IN A TOMB.

Professor Sayce, writing in the "Times," says: Mr. Theodore M. Davis's excavations in the Valley of the Tombs of the Kings at Thebes have again been rewarded by the discovery of Royal treasure. In a chamber cut out of the rock at the bottom of a shaft some feet deep, he and his assistant, Mr. Ayrton, have discovered the jewellery of Queen Tausert, the grand daughter of Ramses II, and the last sovereign of the nineteenth Egyptian dynasty. The chamber was filled with clay, washed into it before the entrance to the shaft had been closed, and concealed by the fallen debris of the cliff above, and in the course of centuries the clay had become almost as hard as stone. The work of extracting the jewels that were embedded in it has consequently been long and arduous, more especially as they were strewn in different directions. The tomb, it would seem, was originally that of some private individual, and the jewels must have been removed from the Queen's own tomb and thrown into it for some unknown reason. Probably they were at the time in a wooden box, which has since perished.

The inscriptions on some of the jewellery make it clear that Tausert was married to Seti II, the grandson of Ramses II; some of the objects, in fact, belonged to that Pharaoh. Two large golden epaulettes, for example, bear the King's name, and are formed of poppy-heads hanging from a plate which itself hangs from a golden bar, or rather screw. At the two ends of this latter are a rosette and a blossom of globular shape, which are screwed on to the bar. Then again, there is a pair of silver bracelets on which is a representation of Seti on his throne, with a fly-whisk in his hand, while the Queen stands in front of him. They appear to be pledged one another in wine-cups, and behind each is a bouquet of flowers. A great number of gold rings, also have been discovered inscribed with the names of both King and Queen. They were probably attached to a dress, since a stud of gold with a hook has been passed through the centre of each. The cartouches of Seti are further found on six plaques of gold which formed part of a pectoral, and is a large gold ring with the vulture-goddess Isidat in precious stones and surmounted by the symbol of the sun-god, which also has upon it the name of Seti, and must therefore have been the signet of that monarch. Another ring, which is an exquisite product of art, consists of open gold-work forming the name and titles of Ramses II. We must thus see in it an heirloom of the "Pharaoh of the Oppression."

All the other jewels belong to Tausert. Among them are some hundreds of open-work balls, and, pendant poppy-heads, which were strung alternately on a series of threads so as to form a pectoral, which, as everything is of solid gold, must have been of considerable weight. There are no less than seven finger-rings of various sizes and all of gold. Three of them are set with scarabs containing the Queen's name; two of them, consist of double rings supporting the Royal cartouches, while one very beautiful one is formed of four strands of gold wire, the chaton consisting of a filigree of eight precious stones. Along with the rings were several bracelets, two of which are small size that they must have been intended for the Queen when a child; round the edges of two others runs a line of minute bead-work. Besides the Queen's own earrings, four so-called "mummy" earrings have been discovered; one of these is of silver, and another, which is of gold, is laid with the cartouche of the Queen. Among other gold ornaments are sacred ibis, small figures of Seti, Apis, and the hippopotamus-goddess; flies, flowers, lions, and poppy-heads, which must once have been attached to a chain, as well as two or three similar objects of silver. The gold circlet of the Queen's crown has also been discovered, and a unique object is a pair of silver gloves for the hands of the mummy. Several cornelian amulets have, moreover, been brought to light together with some exquisite little lotus-flowers in blue faience which fit into miniature vases of election.

At a little distance from the tomb the excavators have laid bare the foundations of some workmen's huts, most of which had a pot let into the floor, for the safe-keeping, it may be, of the money of the day. Rubbish pits in the neighbourhood of the huts have yielded a number of interesting relics, including a bouquet of paprus blossoms stitched in, in order to keep the petals in place, and a clay seal attached to a red string, which it is difficult to believe was not made yesterday. Many inscribed pieces of limestone have also been found on which the overseers of the workmen kept their accounts. They are likely to give us an insight into an undertaker's wages in the age of the Exodus, as well as into the prices of the materials he used and the food that he ate.

At a little distance from the tomb the excavators have laid bare the foundations of some workmen's huts, most of which had a pot let into the floor, for the safe-keeping, it may be, of the money of the day. Rubbish pits in the neighbourhood of the huts have yielded a number of interesting relics, including a bouquet of paprus blossoms stitched in, in order to keep the petals in place, and a clay seal attached to a red string, which it is difficult to believe was not made yesterday. Many inscribed pieces of limestone have also been found on which the overseers of the workmen kept their accounts. They are likely to give us an insight into an undertaker's wages in the age of the Exodus, as well as into the prices of the materials he used and the food that he ate.

## WHERE ARE YOU GOING?

## WHY, TO CHAZALON &amp; CO.

6, QUEEN'S ROAD CENTRAL,

Where I am sure to find the best

FRENCH BONBONS,

LIQUEURS,

BURGUNDY,

BORDEAUX,

CHAMPAGNE

and

CLARET.

Sold by all Chemists.

Hongkong, 20th January, 1908.

[15]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from E. JONES, Esq., Harbour Office, to sell by PUBLIC AUCTION,

on

SATURDAY,  
the 11th April, 1908, at 2.30 P.M., within his residence, No. 4, Victoria View, Kowloon,  
THE WHOLE OF HIS  
VALUABLE HOUSEHOLD  
FURNITURE,  
THEREIN CONTAINED,

Comprising—  
TAPESTRY and PLUSH-COVERED DRAWING ROOM SUITE, CANTON CARVED BLACKWOOD TABLE and FLOWER STANDS, PICTURES, BOOK-CASE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MARBLE-TOP SIDEBOARD with BEVELLED GLASS, GLASS and CROCKERY WARE, MARBLE-TOP WASHSTANDS, TEAKWOOD WARDROBES and BUREAU with BEVELLED GLASS, CHEST-OF-DRAWERS, BRASS-MOUNTED DOUBLE and SINGLE IRON BEDSTEADS with WIRE and HAIR MATTRESSSES, COOKING STOVE, and UTENSILS, &c., &c.

ALSO  
ONE COTTAGE PIANO by the Robinson Piano Co.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH  
Auctioneers,  
Hongkong, 31st March, 1908.

[18]

## TO LET.

## TO LET:

ONE LARGE ROOM, with Veranda, Ball-room and Servants' Quarters; Separate entrance. Suitable for two Bachelors; Magnificent view of the Harbour.

Apply to—

"SANS SOUCI,"

19, Robinson Road,

Hongkong, 9th March, 1908.

[19]

## TO LET:

A HOUSE in KNUTSFORD TERRACE, Kowloon, No. 3, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 23rd March, 1908.

[20]

## TO LET:

HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.

Apply to—

A. RAYMOND,

C/o S. J. David & Co.

Hongkong, 23rd March, 1908.

[21]

## TO LET.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

</div

## Intimation.

**Wm.  
Powell,  
Ld.,  
ALEXANDRA  
BUILDINGS.**

**Ladies'  
Millinery  
Department.**

**THIS WEEK:**

**SPECIAL SHOW  
LADIES'  
MILLINERY.**

**Latest  
Shapes,  
Prevailing  
Styles.**

**NEW  
CREATIONS  
FROM  
PARIS  
AND  
LONDON.**

**Now Showing  
in the  
Millinery  
Department.**

**W.M. POWELL,  
LTD.,  
Des Vœux Road,  
and  
28, Queen's Road,  
HONGKONG.**

Hongkong, 23rd March, 1908.

## Public Companies

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-FIFTH ORDINARY MEETING of the SOCIETY will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 2nd April, 1908, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 13th April to the 23rd April, both days inclusive.

By Order of the Board,  
**C. MONTAGUE EDE,**  
Secretary.

Hongkong, 26th March, 1908. [355]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 2nd April, 1908, at 1.30 P.M., for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 23rd April, both days inclusive.

By Order of the Board of Directors,  
**C. MONTAGUE EDE,**  
Secretary.

Hongkong, 26th March, 1908. [356]

## Notices of Firms.

## NOTICE.

THE Interest and Responsibility of Mr. ALEXANDER GEORGE WOOD in our firm in Hongkong and China ceased on 31st March, 1908.

Mr. JOHN WHYTE COOPER BONNAR was admitted a Partner in our Firm to Hongkong and China on this date.

Mr. CHARLES GORDON STEWART MACKIE is authorized to sign our Firm for Procurement in Hongkong and China from this date.

**GIBB, LIVINGSTON & Co.**  
Hongkong, 1st April, 1908. [383]

## NOTICE.

THE Interest and Responsibility of Mr. JAMES ORANGE in our firm Ceased this day.

**LEIGH & ORANGE.**  
Hongkong, 31st March, 1908. [377]

## NOTICE.

MR. ALBERT EDWIN GRIFFIN, Ass't. M. Inst. C.E., is from May 1, 1908, admitted a Partner in our Firm, which will continue to carry on the business of Civil Engineers, Architects and Surveyors as heretofore, under the style of LEIGH & ORANGE.

**LEIGH & ORANGE.**  
Hongkong, 31st March, 1908. [378]

## INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

**SHEWAN, TOMES & Co.**  
Agents.

Hongkong, 5th July, 1907. [47]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:- From London, &c., ex S.S. *Mongolia*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,**

Hongkong, 2nd April, 1908. [388]

Acting Superintendent

F. J. ABBOTT.

Hongkong, 2nd April, 1908. [389]

## Consignees.

S.S. "ARMAND BEHIC"

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous, and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be so.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 6th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me or before MONDAY, the 6th April, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 6th April, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,  
Agent.

Hongkong, 30th March, 1908. [344]

THE "SHIRE" LINE OF STEAMERS, LIMITED.

## NOTICE TO CONSIGNEES.

FROM KOBE, YOKOHAMA AND SHANGHAI.

## T HE Steamship

"MONKSHOOTHSHIRE"

Captain G. E. Waiper, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of April, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 31st March, 1908. [372]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

T HE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of April, at 9.30 A.M.

All Claims must reach us before the 13th of April, 1908, or they will not be recognized.

No Fire Insurance will be effected.

No Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 2nd April, 1908. [385]

"BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd April, 1908. [386]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"LANGHANS."

Captain Rout, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TODAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong, 3rd April, 1908. [387]

Acting Superintendent

F. J. ABBOTT.

Hongkong, 3rd April, 1908. [388]

## THE DEAD MOTHER.

Oh, do you never hear me when all the world is still;

When the mist creeps down the valley from the purple of the hill;

Do you think 'tis but the rose-branch that comes tapping low?

At the door where moonlight lingers tracing patterns white as snow?

Do you never hear a footstep pressing o'er the stairway head;

By your door amid the shadows to the children's trundle-bed;

Do you hear them sometimes laughing, in their sleep, as you would;

Ah! tis when they see me coming, and the paring rolls away.

You may slumber through the still night, moonlight's round me as I stand;

Where my sleeping baby's smiling as I hold her little hand;

Only as the dawn comes softly with the patterning sound of rain,

Then my heart breaks as I leave them, ev'ry night I die again.

— *Pall Mall Gazette.*

## THE RIOTS AT TUTICORIN.

## A SERIOUS STATE OF AFFAIRS.

## ALL BUSINESS SUSPENDED.

## REMARKABLE FLIGHT OF EUROPEANS.

## LADIES LIVING AFLOAT.

The spirit of sedition which broke out in Tinnevelly appears to be centred in Tuticorin, which is in a serious state, the town being almost entirely in the hands of rioters.

Information, brought by the British India steamer to-day, is to the effect that all the European ladies of Tuticorin have taken refuge in a barge, and are living in it out at sea, while all the men are residing at the Madras Bank. All business is suspended.

The residences in Tuticorin are scattered at a considerable distance apart from each other, some of them being in isolated spots along the sea-shore. This is probably why it has been found necessary to concentrate in one building, which can be more effectively protected by the police. One or two residences are in close proximity to

## Intimation.

A. S. WATSON & CO.,  
LIMITED.

THE GREAT  
POPULARITY  
OR  
Watson's  
E  
VERY OLD LIQUEUR  
SCOTCH WHISKY  
HAS BEEN ATTAINED BY ITS  
Consistent Excellence  
or  
Quality.

IT IS A  
PURE MALT WHISKY  
or  
GENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.

Per Case \$16.50

A. S. WATSON & CO.,  
LIMITED,  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 9th March, 1908.

South China may be landed at Canton without touching Hongkong a serious blow will have been dealt to the trade of this Colony. It is all a question of convenience and custom. At present freight sent from Canton, and intended for foreign countries, is mostly shipped in river boats or junks to this port, and trans-shipped to ocean-going steamers. But if that freight can be shipped direct to or from Canton then shipmasters will be directed to save the cost of trans-shipment, godown charges, and all the various expenses which have to be incurred through the transference of goods from one vessel to another, and proceed direct to Canton where their cargoes may be discharged and fresh cargoes received. It is no fanciful picture that we draw, nor is it one which can be characterised as fantastic. In Canton, there is a strong German colony of traders who are rapidly building up a firm and lucrative connection with the Chinese and, unless we read events awry, that connection is to be more closely confirmed in the very near future. Some time ago, the Chinese authorities in charge of the construction of the railway between Canton and Hankow advertised for tenders for the supply of cement and sleepers. We understand that, there was very keen competition to secure the contracts by representatives of all nations, but we learn now that Messrs. Arnhold, Karberg & Co. have been the successful tenderers both for cement and sleepers, Messrs. Carlowitz & Co. coming in also for a share of the former contract. Such an award speaks volumes for the perspicacity of Messrs. Arnhold, Karberg & Co., and is an undoubted tribute to their "push" and energy. They are entirely to be congratulated on the success of their efforts to secure the important contracts in question, but while congratulating the German firm on the fortunate result of their endeavours, we cannot refrain from wondering what has become of their British rivals in trade? We have cement at our very door, and it could be sent at less cost to Canton than from Germany. Again, Australia has half-a-dozen Commissioners gallivanting round the Far East seeking to introduce Australian products. Where were they when this opportunity of introducing Australian timber for sleepers occurred? Probably in Japan or Korea, both of which are close preserves affording little prospect for Australian goods, or sunning themselves on the hills of Java. Messrs. Arnhold, Karberg & Co., having large establishments in Canton, are not likely to make use of Hongkong as an entrepot of trade. Their cargoes of cement and sleepers will, we take it, be shipped from Germany in German vessels, direct to Canton, omitting Hongkong on the passage altogether. Here then is the straw which shows how the wind blows. As we started out to prove, the trade of Hongkong is not so firmly established that it cannot be shaken by the contingencies of the future, and when once it is found that it is unnecessary to make Hongkong the terminus in place of Canton the supremacy of the former will be most seriously threatened. Of course there are other factors in the situation which may militate against the diversion of Hongkong's trade with China, but nevertheless the fact cannot be denied that Canton may and probably will become a dangerous rival to this Colony, and it therefore behoves British merchants to be up and doing unless they wish to see themselves outdistanced by foreign commercial rivals.

## A BATCH OF HARBOUR OFFENDERS.

So seldom is the Harbour-master or the Harbour Department at fault that it is with considerable hesitation and no small reluctance that we call attention to a case which came before him for adjudication in his capacity of Marine Magistrate. As reported in the Press, the masters of five steam launches were charged with blowing their whistles other than for the purpose of navigation, from the evidence of the complainant, it appeared that the launches were moored off the Kowloon wharves awaiting, seemingly, the departure of the homeward-bound French mail. As soon as that vessel left the wharf all the launches in the vicinity commenced blowing their whistles, "making a tremendous noise." One of the defendants stated that he had acted under the instructions of people on board who wished to signal "good-bye" to their friends on board the French mail, and that was the view of the case taken by the Magistrate. No one will deny for a moment that the perpetual and unnecessary blowing of launch whistles was not so very long ago an unmitigated nuisance. At all hours of the night the harbour rang with the whistling of the bustling little ferries, so that residents in the Central district, and especially those in hotels, found it impossible to obtain a wink of sleep until their ears had become accustomed to the clamour and piercing noises. In the daytime the continual hooting and whistling were drowned in the general hum of street traffic and that indefinable roar which is, to use an Irishism, only perceptible when it is absent. But at night, the nuisance was unbearable, and the Marine Magistrate was very proper-

ly equipped with power to abate the disturbance by the imposition of certain penalties. That was all very right and as it should be, but the power vested in the Magistrate of punishing those who carelessly infringed the harbour regulations did not rob him of that wise discretion which every Magistrate is assumed to possess. It did not say that willy-nilly he must blind his eyes to the fact that there are certain occasions when an ebullition of feeling may be reasonably regarded as pardonable, so long as nobody is annoyed by the demonstration and it is not of any considerable duration. As everybody who has travelled ten miles from Hongkong must be aware, the time-honoured method among seafaring-folk of welcoming and speeding the passing guest is by the blowing of horns, just as the warships thunder out a salute of a dozen guns or more on the slightest provocation. The one is simply a later innovation than the other, and a modern substitute for the brass cannon with which the vessels in the merchant service were formerly provided in order to herald their appearance and notify their departure. In these circumstances it might have been expected that the Magistrate would have taken that fact into his consideration and allowed it to be an extenuating factor in the case. Instead of that, however, the Magistrate seems to have viewed the offence as one of the most heinous that had ever come before him. He lectured the defendants up hill and down dale. He regretted that he had not the real delinquents before him. He spoke of their conduct as being "repulsive and cowardly." How he made it out to be "cowardly" we cannot profess to comprehend. And then he fined these Chinese defendants, who on his own statement were not the real delinquents at all, in the extraordinary sum of \$10 each, the option being six weeks in gaol. We do not know whether the defendants paid that extravagant fine or not, but we do hold that, in the special circumstances related, it was out of all proportion to the character of the offence. The blowing of whistles took place at one of the busiest hours of the day and probably nobody heard it or commented upon it except the zealous police officer in the vicinity, who, of course, had to do his duty and summon the offenders although they were not the real delinquents. The irony of the sentence was, it is possible, enhanced by the naive remark of the Magistrate that he thought the first defendant was the only one who had told the truth, yet there was no reduction in the fine imposed on him; he just had his share meted out to him at the same rate as the others who had submitted cock-and-bull yarns for the edification of the Court. If the harbour regulations declare there shall not be at any time, or on any pretence or excuse, some relaxation in their enforcement, so that they must be considered as stringent and unalterable as the laws of the Medes and Persians, then at least the Magistrate may surely take it upon himself to make the punishment fit the crime.

## Telegrams.

[Reuters.]

The Tientsin-Pakau Railway Loan.  
London, 2nd April.

The Tientsin-Pakau Railway loan has been largely over-subscribed, and it is worthy of note that Chinese applied for a considerable amount.

## The British Revenue.

The actual surplus for 1907/1908 is about £5,000,000.

## The Macedonian Question.

Reuter's learn that Great Britain and Russia are interchanging views on their respective Macedonian proposals, which may lead to Great Britain proposing an amalgamation of the two schemes in a manner to constitute an effective plan for reforms.

## The United States and Manchuria.

It is understood in Washington that the policy carried out by Mr. Fisher, the U.S. Consul in Harbin, is to be equally applied to Southern Manchuria.

It is recognised that this is displeasing to Japan, but it is believed that the European nations interested in the Far East will support the United States.

Later.

## Germany.

The German and Prussian loans (4%) of £12,500,000 and £20,000,000 have been issued at 9%, in addition to which a banking syndicate has taken £10,000,000 of Prussian Treasury notes.

The Kaiser is at Otranto and has telegraphed most warmly to Admiral von Tirpitz on the Reichstag's adoption of the new naval programme, by which the most important stage of building up the navy has been reached; and in order to mark his gratitude, the Kaiser has summoned Admiral von Tirpitz to the Prussian House of Lords.

## LOCAL AND GENERAL.

Mr. Aldrich's Currency Bill has been passed by the House of Representatives.

Mr. G. H. Wakeman returned to the Colony on 2nd instant and resumed duty as Land Officer.

Mr. R. C. Barlow has been appointed an assistant master at Siyipun Anglo-Chinese School.

Mr. L. A. M. Johnston returned to the Colony on 2nd instant and resumed duty as Postmaster General.

The Judiciary Committee of the House of Representatives is divided in regard to its report on the case of Judge Wilsey.

Mr. E. A. Irving will act as Registrar General during the absence on leave of the Honourable Mr. A. W. Brewin or until further notice.

The King's Exequatur empowering Mr. B. G. Seome to be consul-general for Peru at Hongkong has received His Majesty's signature.

Mr. A. McIlvaine Messer has been appointed to act as secretary of the Sanitary Board during the absence on leave of Mr. G. A. Woodcock or until further notice.

No dog brought from the Straits Settlements need the Federated Malay States will be permitted to land in this Colony for a period of six months, from the 2nd day of April, 1908.

A NEW YORK despatch of 28th ult. says:—The periodical, known as *The United Korean*, has distributed 2,000 copies containing an article which justifies assassination in Korea.

His Excellency the Governor has, with the advice of the Executive Council, been pleased to appoint Mr. Arthur Chapman, V.D., to be a director of the Widows' and Orphans' Pension Fund in succession to Dr. F. W. Clark on leave.

EARLY in April the Russian and Japanese Legations respectively at Tokio and St. Petersburg will become Embassies. Dr. J. Molono, Japanese Minister in St. Petersburg, will remain on as Ambassador. M. Bakhtngtiff, now Russian Minister in Tokio, will go to Peking early in May.

It is proposed by the Formosan Government to deduct ten per cent. from the salaries allowed to Formosan officials, to be repaid when the official resists from his post, or to his family in the event of his death. By this scheme the Government estimates an annual saving of Yen 400,000, which money will be available for the development of industrial enterprises in the island.

It is reported from Peking that the diplomats in the capital have declined to enter into the resolution of the Newchwang Chamber of Commerce declaring that Japan's opposition to the Fakumen railway is in defiance of the principle of equal opportunities in Manchuria. The Yokohama Specie Bank and the Mitsui Bank have withdrawn from the Newchwang Chamber of Commerce owing to this resolution.

Two Chinese policemen, who were accused of assaulting a street coolie in Cunnought Road West a fortnight ago, and robbing him of a sack of rice, which they later sold for a dollar to a shopkeeper, were convicted at the Police Court, yesterday afternoon. One of the accused was sentenced to three months' hard labour and four hours' stock, and the other to pay a fine of \$50, or in default two months' gaol. The fine was not paid.

THE Korean Privy Council has adopted a motion proposing that it should negotiate with Japan for the withdrawal of her troops from Korea, as the suppression of rioters by the Japanese is a scandal; further that native conscription be enforced, and that Japanese officials be discharged with the exception of those who have proved model office-holders. The Privy Council has submitted the above resolution to the Cabinet.

AN application was made shortly before the recent fire in Peking by a Chinese insurance company in Tientsin, to insure the Industrial Exhibition for Tls. 300,000. The Board of Commerce, however, refused on account of the amount of the yearly premium, and the officials are now regretting their unwise economy. The only property affected by the fire, which was insured, was the silversmith's shop, which was insured for Tls 2,000 in a foreign Tientsin firm. The money has been paid.—P.G.T. Times.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 31st March, 1908, as certified by the managers of the respective Banks:

Banks.	Average.	Specie in Amount.	Reserve.
Chartered Bank of India,	\$3,666,781	\$7,400,000	
Australasian China,	15,64,604	10,000,000	
Banking Corporation,	15,64,604	10,000,000	
National Bank of China,	Limited, .....	305,610	150,000
Total, .....	\$19,036,995	12,550,000	

Four children—two boys and two girls—residing with their parents at 106, First Street, West Point, were removed to the Government Civil Hospital, yesterday, suffering from arsenic poisoning. It appears that about noon yesterday one of the boys while playing in a godown came across a packet of arsenic, and believing it to be "good chow," took home a handful, which he gave to his younger brother and sisters. They ate the stuff with much gusto, and about five minutes later were seized with cramp in the stomach. The West Point police were called in, and the children removed to hospital, where the stomach pump was applied. This morning they were much relieved; but as far as we can gather they will not be able to leave hospital for some days.

## Launch at Kowloon.

## A NEV N. D. L. LIGHTER.

## TRAIL TRIP OF THE "CHANTAROON."

## TWO SUSPECTS ARRESTED.

Another success has to be added now to the long list of achievements of the shipbuilding department of the Hongkong and Whampoa Dock Co., Ltd. The new steel steam twin-screw lighter, which was launched at Kowloon this forenoon, was the sixth built to the order of the N. D. L. for their Bangkok service by the local Dock Co.

The *Chantaroon*, for that is the name by which the vessel was christened to-day, was gaily dressed with many coloured flags as she lay on the slips. On the singing there was a representative gathering of shipping men and several ladies before the order was given to release the finely-modelled vessel into the waters of the bay. On behalf of the Dock Co. Mr. Robert Mitchell, chief manager, attended the ceremony, and among the others present were Mr. G. Friesland, managing partner of Messrs. Melchers & Co., agents for the Norddeutscher Lloyd Co. in Hongkong, Mr. and Mrs. Von Riegen and Capt. Nielsen, assistant superintendents, N. D. L.

As the last blocks were removed, the vessel glided gracefully down the ways, Mrs. Von Riegen broke the usual bottle of champagne on her bow and named her the *Chantaroon*. The lighter took to her element amidst a salvo of crackers and loud cheers. On behalf of the Dock Co. the chief manager presented Mrs. Von Riegen with a watch-bracelet as a souvenir.

The *Chantaroon* was launched with steam up. Soon after the successful ceremony she proceeded on her speed trial. Lunch was served on board. Mr. Mitchell asked the company to drink to the success of the new vessel. It was a departure from their usual custom to have a trial trip on the same day as the launching of a new boat. But when he was asked if it could be arranged, he said it could, because he had every confidence in the staff (applause). Their trip that day showed his confidence was right (applause). He thought all would agree that the vessel had done very well, indeed. The lunch they had seen that day was the sixth vessel of their class that the Dock Company had built for the Norddeutscher Lloyd Company, and he was very glad to say that they had another one on order. That want to show that the Norddeutscher Lloyd Company had every confidence in the work of the Dock Company.

Captain Heinlinger then rose to propose the health of the Dock Company's staff. He had seen the sister ships of the ones they were aboard working at Bangkok, and they were doing splendid work. The vessels had given the Norddeutscher Lloyd Company every satisfaction. Those who knew all about ship could look over the *Chantaroon* and see everywhere evidence of first-class work; they could not expect better work. The Dock Company had exacted a price in the *Chantaroon* as a first-class shipbuilding firm, and it was their staff who did the first-class work. He trusted that staff would always remain as they were to-day (applause). They deserved the gold medal.

Mr. Neave, in replying, said such commendations were pleasing to hear, and he thanked Captain Heinlinger for them. He hoped the Dock Company would always retain its present position (applause).

The following guests had been invited:—Mr. and Mrs. Messer, Miss Ibbeken, Mr. and Mrs. Lamperksi, Mr. and Mrs. Von Riegen, Capt. Hermeling, Messrs. Jens Nielsen, G. Friesland, H. Warnslof, Arendt, Burbridge, F. Schwärzkopf, W. A. Crake, W. Russell, H. W. Kent, Mr. and Mrs. J. Lambert, Mr. H. L. Fletcher, Mr. A. Sinclair, Capt. and Mrs. J. T. Douglas, Mr. and Mrs. H. T. Richardson, and Mr. A. Ritchie.

Following are the dimensions of the *Chantaroon*:—Length between perpendiculars 152' 6", length over all 158' 6"; breadth moulded 28'; depth moulded 11'; height of bulkhead 2' 8"; Extreme draught 9' 3". She has two sets of vertical triple expansion surface-condensing engines, with a high pressure cylinder 8½ inches in diameter, intermediate pressure 13½ inches, and light pressure 23½ inches in diameter, with a stroke of 15 inches. She has one cylindrical moulded steel boiler, return tubular, 11 feet in diameter and 10 feet long. Fox's patent furnaces, with a working pressure of 170 lbs to the square inch. Her carrying capacity is 8,500 piculs.

## KOBE COLLISION CASE.

## THE CLAIM AGAINST THE O. S. K.

Yesterday, the 25th ult., judgment was delivered in the action brought by Mr. E. C. Davis, of Messrs. Samuel Samuel & Co., Yokohama, against the Osaka Shōwa Kaihatsu for damages amounting to Yen 13,119,79, resulting from a collision between plaintiff's steamer *Southgate* and the *Kunzansha* belonging to the defendant company, in Kobe harbour on August 1st, 1906.

The *Osaka Shōwa Kaihatsu* was ordered to pay the sum of Yen 6,919,45, the claim beyond this being dismissed. Application for the provisional execution of judgment was dismissed. The defendant company was ordered to bear the balance of the costs beyond Yen 100.

It may be remarked that the hearing of this case has dragged through the Courts for over two years. The first hearing took place on February 1st, 1906, and the proceedings, after many adjournments, were concluded on the 4th ult. And this is only the Court of first instance. The case may still go on for another two years if it is taken to the Court of Appeal, and from thence to the Supreme Court.

ACCORDING to a New York wire of 30th ult., the throwing of a bomb in Union Square on Saturday has been traced to an anarchist at large. The Washington police are preparing to make overtures for an international conference to combat anarchists.

## The Shatin Triple Murder.

## STORY OF THE TRAGEDY RE-TOLD.

After a matter of nearly two years the Kowloon police arrested last night two men, who are suspected of having been concerned in the triple murder which was perpetrated near Shatin on the 6th December, 1907. The suspects were arrested at Kowloon City, by Detective Sergeant Wilden.

On the 2nd December last, some of our readers will recollect, three men—the son and nephew of a well-known farmer, by name Wong Shan, and their friend, who was formerly employed as a steward on board the American liner *Diketa*—went for a walk on the hillside above Shatin. They carried with them a chopper with which to cut down any piece of twigs which they might fancy could be turned into good walking sticks. They failed to return home that night and nothing was thought of the matter as it was then believed that they had, perhaps

## HONGKONG GYMKHANA CLUB.

TO-DAY'S MEETING.

**Patrons:**—His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hoa, Sir Hedworth Lambton, C.H.; His Excellency Maj.-Gen. R. G. Broadwood, C.B.; Commodore R. H. B. Stokes, R.N.

**Committee:**—The Stewards of the Hongkong Jockey Club (ex officio); The Hon. Mr. F. H. May, C.M.G., C. H. Ross, Esq., J. A. Jupp, Esq., H. P. White, Esq., G. K. Hall Burton, Esq., John Paterson, Esq., and Captain Cunningham.

**Judge:**—J. Paterson, Esq.

**Hanabecaper:**—A. Jupp, Esq.

**Clark of the Scales:**—H. P. White, Esq.

**Assistant Clerk of the Scales:**—Capt. Cunningham.

**Starter:**—C. H. Ross, Esq.

**End Starter:**—J. Paterson, Esq.

**Time-Keeper:**—M. S. Sackson, Esq.

**Hon. Sec. and Treasurer:**—R. F. C. Master, Esq.

The first meeting of the Gymkhana Club this season was held at the Happy Valley this afternoon fine weather, n' fair attendance and good racing supplied all the elements for a successful get-together. Although it was slightly warm in the early part of the afternoon a cool breeze sprang up after the first saddling bell. The day was delightful in the open and might have brought out a much larger attendance especially of the fair sex who invariably contribute so largely to enliven the proceedings in the paddock.

Baroness Hutton with Mrs. Beyer, accompanied by Mr. A. J. Brackenbury, private secretary to the Governor, were amongst those present. The welcome appearance of Mr. C. G. Mickie on the course after his absence, on home leave, from the regular meeting in February last, added to the list jockeys, none too many at gymkhana meetings.

Mr. G. W. Gegg was the first jockey to be weighed out. His successes in February had established him in high popular favour, and when he was chalked against I ampestd (late Kirkmichael) he secured a number of patrons at the "Part" Chota Sahib (late Gun Tree) was, however, the most favoured, for the first race of the afternoon. Mr. G. C. C. Master also had a number of backers. With a lucky star Mr. Gegg had the easiest of wins in carrying off the race.

The winning jockey of the first race was much fancied for the Gymkhana Stakes and his 5 lbs. allowance strengthened his probability of a win. Blue Nile (Mr. G. C. C. Master up) was the same old favourite. But when Mr. Mackie rode Homoea, home a winner after an exciting finish all calculations were upset. His lucky backers received \$80 each for a five-dollar bill.

Capt. Campbell, nominated by Miss Joan Master, was the Ladies' Nomination.

The three-quarter mile race produced an exciting finish and was won by Abstainer.

By kind permission of Lieut.-Colonel R. F. Broughton Glover, D.S.O., and the Officers of the 3rd Battalion, Middlesex Regiment, the Band of the Regiment played the following selections:—

PROGRAMME.—*The British Patrol*, *The Merry Widow*, *Venezuela*.

Selections from *Veronica*, *The Whistler* and *La Vieille*.

Two-Step, *La Vieille* and *La Dame Blanche*.

Slow-Walk, *La Dame Blanche*.

Selection from *La Dame Blanche*.

Mr. Clarke nominated by Mrs. Hearnay.

Mr. Dupree nominated by Mr. Parr.

Mr. R. F. C. Master nominated by Miss Joan Master.

Mr. Wolff nominated by Mrs. Plummer.

Mr. Clarke titled two rings in succession the first and second; while Capt. Campbell secured the second and third.

Cash Sweeps: 1st \$4:36; 2nd \$129 60; 3d \$4:08.

3.—3.40 p.m.—LADIES' NOMINATION.—Tilting at the ring. Nominating lady to stand at a given point. Gentleman nominated to gallop past carrying a lance, as he gallops past nominating lady to throw a ring which gentleman nominated will endeavour to catch on his lance. Best of 3 runs. Points will be given for number of rings caught and for pace. Entrance fee \$3, 1st and 2nd prizes presented by the Club. Post entries, Capt. Campbell nominated by Miss Joan Master.

Mr. Clarke nominated by Mrs. Hearnay.

Mr. Dupree nominated by Mr. Parr.

Mr. R. F. C. Master nominated by Miss Joan Master.

Mr. Wolff nominated by Mrs. Plummer.

Mr. Clarke titled two rings in succession the first and second; while Capt. Campbell secured the second and third.

Cash Sweeps: 1st \$4:36; 2nd \$129 60; 3d \$4:08.

4.—4.10 p.m.—THREE QUARTERS OF A MILE FLAT RACE.—For China ponies. Subscription griffins of any season which have never won an official race. Unplaced runners allowed 3 lbs. To be ridden by Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin. Weight for inches as per scale. Entrance fee \$5, 1st prize: "The Exit Cup" presented 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. W. G. Clarke's Absainer, (late Druecker), 15 lb. (Clarke).

Mr. J. Armstrong's Skirbeck, 15 lb. (Master).

Mr. Dryasdust's Seiringapatam, 146 lb. (Clarke).

Mr. McDonnell's (Chota Sahib, late Gun Tree), 150 lb. (Lange).

Mr. Wolff's (Hampstead, (late Kirkmichael), 154 lb. (Gegg).

Mr. Medico's Sofrano Rose, (G. C. C. Master).

Mr. Donnell's Chota Sahib (late Gun Tree), 147 lbs. (Dupree).

Mr. Bruton's Lowlander, 152 lbs. (Bruton).

Dr. J. W. Noble's Stratford, 145 lb. (Clarke).

\*5 lbs. allowance.

Lowlander had to be escorted to the starting post by a stable companion. His restiveness was responsible for his being left at the post when the red flag dropped. Hampstead had the best of the start with position on the rails; Chota Sahib was second and Sofrano Rose third. Gegg made the most of his advantage at the back stretch and when he reached the Bowring Gate he was leading by some twenty lengths from Chota Sahib with Sofrano Rose pursuing. The leaders reduced their distance at the incline and when the Rock was passed Hampstead still led. His premiership was never threatened and when the field rounded the village bend Gegg was sure of the race and, keeping to the rails, cantered home an easy winner. The race for second place was a good one between Chota Sahib and Sofrano Rose. Dupree had to yield to Master Chota Sahib finishing third.

Time: 1:54 1/5.

Winner: \$14.50.

Cash Sweep: 1st \$128.30; 2nd \$73.80; 3rd \$36.90.

5.—3.30 p.m.—GYMKHANA STAKES—Value \$80. Distance one mile. For all China ponies. Catch weights at 10 to 16 lbs. Winner of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored

## POLICE LAUNCH ON FIRE.

DAMAGE ESTIMATED AT OVER \$100.

The police launch—No. 3—which arrived in port on Wednesday afternoon from Tai Po, had a most exciting trip while running from Fung Head to Tai Po that morning. First, which it was stated, was due to spontaneous combustion, was discovered in one of her coal bunkers. In quick time the fire had gained some headway, burning through the deck, damaging the boiler casing, and setting fire to the awnings. The crew, who were in charge of Sergeant Boulger, fought the flames pluckily, and in about an hour's time they had been extinguished.

The No. 3 then continued her journey to Taipo, whence the matter was wired to Tim-tsu Police Station. A pinnace, in charge of Policeman Bird, was immediately dispatched to her assistance. She was convoyed back to Hongkong, arriving here the same afternoon to Hongkong, arriving here the same afternoon to undergo repairs.

The damage done to her is estimated at over \$100.

## MASONIC FANCY DRESS BALL.

A DELIGHTFUL FUNCTION.

One of the prettiest dances of the season was held last night at the City Hall, when the final of the series of dances arranged by the Scottish Masonic Quadrille Association took place. A good muster of members was present, and as was to be expected the number of guests was far more than at the previous dance. The fancy costumes worn were notably fresh, novel, and well thought-out, and there was a most refreshing variety and lack of repetition in the characters assumed. There was a sprinkling of national peasant dresses, and a varied representation of historical costumes, whilst a few gallant Camerons in full dress uniform supplied the needful touch of bonnie Scotland, and the whole blending in a kaleidoscope scene of changing colour and striking contrast.

One of the most picturesque costumes present was worn by Miss Ethel Logg at the Squaw—"Laughing Water," in which every detail was extremely well thought out. Miss Sheffield was a very dainty "La Poupée," and the same may be said of Mrs. Robinson's "Coon," in which the colourings were very happily blended. Mrs. Oxberry made a very effective Roman Girl. Another of opposite type was Mrs. Robertson's "Old Mother Hubbard" and Mrs. Wynberg as a "Gipsy Fortune Teller." But it was really the male costumes that excelled. The genial Secretary, Mr. J. Blake, was gaiced as a Roman citizen, whilst drole Mr. Parkinson figured as MacEwan of Watson's E. fame. Mr. James Campbell was a very saucy Australian "School Girl." Mr. Tata looked well as XV Century Cavalier, Mr. McIntyre was a lifelike Sherwood Forester, and Captain Gurtles a Knight of Malta. Slightly more modest were Mr. Edward's Lieutenant, Scotch Horse, and Mr. Jordan's Vice Versa, also Mr. Tuxford's in the familiar street sight—a Cook's Tourist. Altogether the evening was voted the most popular success held under the association this year.

Mr. Clarke nominated by Mrs. Hearnay.

Mr. Dupree nominated by Mr. Parr.

Mr. R. F. C. Master nominated by Miss Joan Master.

Mr. Wolff nominated by Mrs. Plummer.

Mr. Clarke titled two rings in succession the first and second; while Capt. Campbell secured the second and third.

Cash Sweeps: 1st \$4:36; 2nd \$129 60; 3d \$4:08.

6.—4.10 p.m.—ONCE ROUND.—For China ponies. Subscription griffins of any season which have never won an official race. Unplaced runners allowed 3 lbs. To be ridden by Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin. Weight for inches as per scale. Entrance fee \$5, 1st prize: "The Tree Cup" presented 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. W. G. Clarke's Absainer, (late Druecker), 15 lb. (Clarke).

Mr. J. Armstrong's Skirbeck, 15 lb. (Master).

Mr. Dryasdust's Seiringapatam, 146 lb. (Clarke).

Mr. McDonnell's (Chota Sahib, late Gun Tree), 150 lb. (Lange).

Mr. Wolff's (Hampstead, (late Kirkmichael), 154 lb. (Gegg).

Mr. Medico's Sofrano Rose, (G. C. C. Master).

Mr. Donnell's Chota Sahib (late Gun Tree), 147 lbs. (Dupree).

Mr. Bruton's Lowlander, 152 lbs. (Bruton).

Dr. J. W. Noble's Stratford, 145 lb. (Clarke).

\*5 lbs. allowance.

Abstainer led at the start from the next favours Skirbeck, and Seiringapatam was last. The leader was overhauled by Chota Sahib before the first furlong was covered. The order for the next quarter mile was Chota Sahib, Abstainer, Skirbeck and Seiringapatam. At the village Abstainer took first place and a fine race ensued in the home straight. Seiringapatam who was several lengths behind closed with the leaders and at the winning post was hardly a length behind, the second pony, Skirbeck, who was beaten by Abstainer by half a length.

Time: 1:36.

Winner: \$11.25.

Cash Sweep: 1st \$176.45; 2nd \$164.70; 3d \$82.35.

7.—3.30 p.m.—GYMKHANA STAKES—Value \$80. Distance one mile. For all China ponies. Subscription griffins of any season which have never won an official race. Unplaced runners allowed 3 lbs. To be ridden by Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin. Weight for inches as per scale. Entrance fee \$5, 1st prize: "The Exit Cup" presented 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. W. G. Clarke's Absainer, (late Druecker), 15 lb. (Clarke).

Mr. J. Armstrong's Skirbeck, 15 lb. (Master).

Mr. Dryasdust's Seiringapatam, 146 lb. (Clarke).

Mr. McDonnell's (Chota Sahib, late Gun Tree), 150 lb. (Lange).

Mr. Wolff's (Hampstead, (late Kirkmichael), 154 lb. (Gegg).

Mr. Medico's Sofrano Rose, (G. C. C. Master).

Mr. Donnell's Chota Sahib (late Gun Tree), 147 lbs. (Dupree).

Mr. Bruton's Lowlander, 152 lbs. (Bruton).

Dr. J. W. Noble's Stratford, 145 lb. (Clarke).

\*5 lbs. allowance.

Lowlander had to be escorted to the starting post by a stable companion. His restiveness was responsible for his being left at the post when the red flag dropped. Hampstead had the best of the start with position on the rails; Chota Sahib was second and Sofrano Rose third. Gegg made the most of his advantage at the back stretch and when he reached the Bowring Gate he was leading by some twenty lengths from Chota Sahib with Sofrano Rose pursuing. The leaders reduced their distance at the incline and when the Rock was passed Hampstead still led. His premiership was never threatened and when the field rounded the village bend Gegg was sure of the race and, keeping to the rails, cantered home an easy winner. The race for second place was a good one between Chota Sahib and Sofrano Rose. Dupree had to yield to Master Chota Sahib finishing third.

Time: 1:54 1/5.

Winner: \$14.50.

Cash Sweep: 1st \$128.30; 2nd \$73.80; 3d \$36.90.

8.—3.30 p.m.—GYMKHANA STAKES—Value \$80. Distance one mile. For all China ponies. Catch weights at 10 to 16 lbs. Winner of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored

Lands, Hotels, and Buildings.—Hongkong Hotels are somewhat easier at \$97. There are further sellers of Hongkong Lands at \$100. Humphreys Estates are firm, with buyers at \$10. A further rise in Shanghai Lands has set in, but there are sellers in the North at \$110.

Cotton Mills.—Few have declined to \$105, closing with Northern buyers. Hongkong Cotton continues to request at \$9. Lau Lung Mows have sellers in the North at \$10.50, and Soo Chees at the reduced rate of \$10.25.

Miscellaneous.—China, Borneos, can be placed at \$105 after numerous sales. China Light and Powers are firmer, and can be sold at \$10. Hongkong Ropes are obtainable at \$145 ex the final dividend of \$10 per share paid on the 30th inst. Union Waterboats have firm enquiries at \$102. Watsons and William Powells are steady quotations. In the North, Langkawi have improved considerably to \$10.60, with sellers. While Sumatras continue to decline, but buyers prevail at \$10.90.

Exchange.—The Bank selling rate on London is 1/10 on demand. The T/T. rate on Shanghai is 7/8.

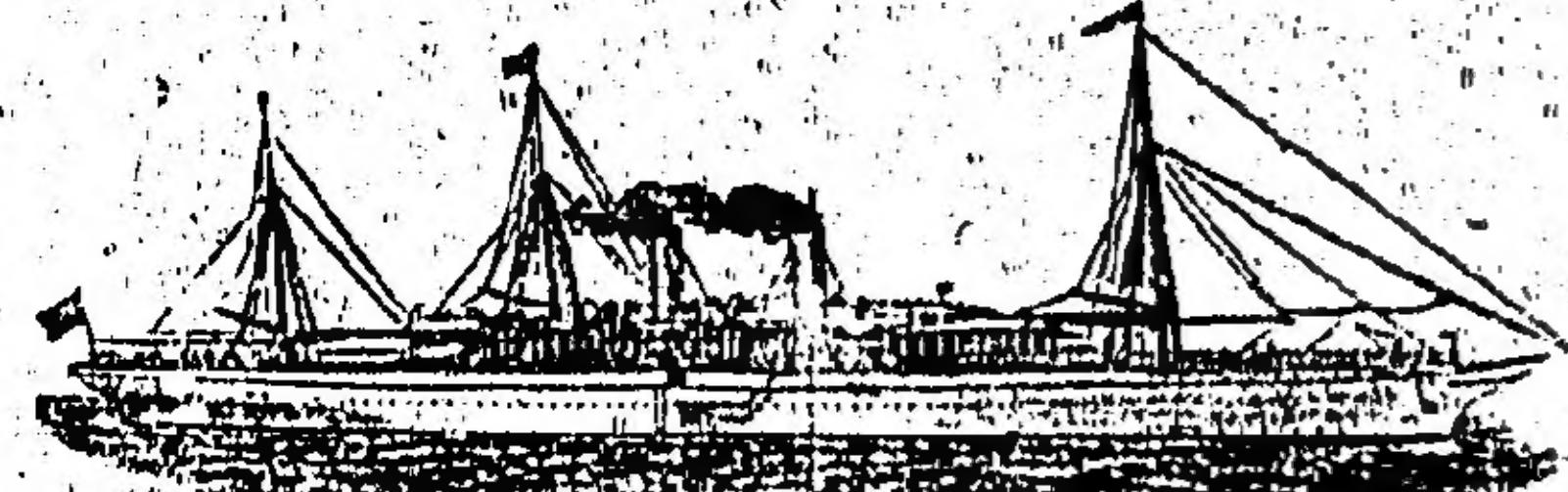
Dividends Payable.—Unions—final of \$15 for 1906 account, and interim of \$10 for 1907 account, payable on the 23rd inst.

YARN MARKET.

In their report dated 3rd instant

## Shipping—Steamers.

**CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.**



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.  
11 Days YOKOHAMA to VANCUVER. 18 Days HONGKONG to VANCUVER.

**PROPOSED SAILINGS.** (Subject to Alteration.)  
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCUVER  
"EMPERESS OF INDIA" ... 6,000 THURSDAY, April 9th ..... April 27th  
"MONTEAGLE" ..... 6,163 WEDNESDAY, April 22nd ..... May 16th  
"EMPERESS OF JAPAN" ..... 6,000 THURSDAY, May 1st ..... May 25th  
"GLENFARG" ..... 3,700 WEDNESDAY, May 20th ..... June 18th  
"EMPERESS OF CHINA" ..... 6,000 THURSDAY, June 4th ..... June 22nd  
"LENOX" ..... 3,700 WEDNESDAY, June 17th ..... July 16th  
S.S. "LENOX" and "GLENFARG" are Freighters only and do not carry Passengers.  
"EMPERESS" steamships depart from Hongkong at 4 P.M., S.S. "MONTEAGLE," "LENOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 10 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York £71.10.  
Steamer, and 1st Class on Railways, via St. Lawrence £4.10. via New York £4.2.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China,

Hongkong, 25th March, 1908. Corner Pedder Street and Praya.

[15]

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamer On  
SHANGHAI ..... KWONGSANG ..... MONDAY, 6th April, NOON.  
SINGAPORE & SOURABAYA ..... CHUNSANG ..... MONDAY, 6th April, 4 P.M.  
TIENTSIN ..... CHEONGSHING ..... MONDAY, 6th April, 4 P.M.  
SINGAPORE, PENANG & CALCUTTA, FOOSANG ..... FRIDAY, 10th April, 3 P.M.  
MANILA ..... LOOVSANG\* ..... FRIDAY, 10th April, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kwangsang*, *Nanwang* and *Fukwang* leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kibei and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

These steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

General Managers.

Hongkong, 4th April, 1908.

[16]

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

HOIHOW, PAKHOU & HAIPHONG ..... CHIHLI ..... 5th April, 10 A.M.  
MANILA ..... TEAN ..... 7th ..... 4 P.M.  
SHANGHAI ..... KIUXIANG ..... 8th ..... "  
NINGPO & SHANGHAI ..... PAOTING ..... 9th ..... "  
CEBU & ILOILO ..... KAIFONG ..... 11th ..... "  
MANILA, ZAMBOANGA & AUSTRALIA. CHANGSHA ..... 21st ..... "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 3rd April, 1908.

[17]

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	Almond .....	MANILA.	SATURDAY, 11th April, at Noon.
ZAFIRO .....	2540	R. Rodger .....	"	SATURDAY, 18th April, at Noon.
RUBI.....	2540	Almond .....	"	SATURDAY, 25th April, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 4th April, 1908.

[18]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS and SUZEE CANAL (With Liberty to Call at the Malabar Coast).

Steamship To sail

For Freight and further information, apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 21st March, 1908.

[19]

## Shipping—Steamers.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, CALLAO

AND,

IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KASATO MARU ..... 6,100 Some time First

April.

Taking Freight and Passengers to other eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSDA,

Manager,

York Building,

Hongkong, 17th February, 1908. [18]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK (With liberty to call at Malabar Coast).

THE Steamship

"MALTZA"

Captain C. H. S. Torque, carrying His Ma

Jesty's Mails, will be despatched from this

for BOMBAY, &c., on SATURDAY, the 18th

April, at Noon, taking Passengers and Cargo

for the above Ports in connection with the

Company's S.S. *Hamada*, 7,000 tons, from

Colombo, Passengers' accommodation in which

vessel is secured before departure from Hong-

kong.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement)

will be transhipped at Colombo into the

Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will

be conveyed from Bombay by the R.M.S. *Cal-*

*dona*, due in London on 30th May, 1908.

Parcels will be received at this Office until

4 P.M. the day before sailing. The Contents

and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent,

Hongkong, 4th April, 1908. [19]

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Tasmania, &c.)

THE Steamship

"TUDOR PRINCE"

Captain Macdougall, will leave for the above

Ports, on or about TUESDAY, the 1st April.

For Freight, apply to

ARNOLD, KARBERG & Co.,

Agents.

Hongkong, 11th March, 1908. [19]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN"

Captain Roach, will be despatched for the

above Ports, TO-MORROW, the 5th April, at

10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 4th April, 1908. [19]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING"

Captain A. E. Gentles, will be despatched for

the above Ports, on TUESDAY, the 7th April, at

3 P.M.

For Freight or Passage, apply to

DAVID SASOON & Co., LIMITED,

Agents.

Hongkong, 2nd April, 1908. [19]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUZEE CANAL;

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

Kumerit ..... 6,332 Cowley ..... 1908.

Shawmut ..... 9,005 Roberts ..... 14th May.

Tremont ..... 9,005 Garlick ..... 30th May.

For Freight and further information, apply to

DODD WELL & Co., LIMITED,

Agents.

Hongkong, 3rd April, 1908. [19]

INTIMATIONS.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask

ex Factory.

In Bags of 50 lbs. net \$8.00 per Bag



